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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 23. CLEVELAND, O., JUNE 10, 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

A resolution has passed the council requiring tugs to lower smokestacks under Main and Center street bridges.

The rebuilt tug American Eagle went into commission on Tuesday. The eagle bird will run as companion to the Dreadnaught.

Ore freights are not so firm as last week, but rule at $1,10 from Marquette. Coal is steady at 50 and 60 cents to Lake Superior ports, Milwaukee and Chicago.

The schooner H. G. Cleveland, Captain Cassidy, cleared yesterday with 50 cent coal for Marquette. This is Captain Cassidy's first season on the lakes for a number of years.

At Quayle's shipyard Captain Wilson's new steamer is having the finishing touches put on and will be launched is less than two weeks. A pile driving scow is being built for Mr. G. Gloyd which will be used by him on his contract at Fairport.

The propeller David W. Rust and consort D. K. Clint, which were aground on Starve island reef, go into drydock for repairs. The Clint, went into Smith's dock and the Rust will go into the Globe dock as soon as the Maxwell can be taken out.

The new steamer James Pickands made her first trip to Ashland and return in nine days and fifteen hours. This, considering that she was held twenty-four hours in loading and had two barges down and one up is considered very good time.

Mr. F. K. Esherick, of the firm of Esherick & Co., iron and steel dealers of Philadelphia, and Mr. Mallory, of New York, designer of the steel steamer Susquhanna, building by the Union Drydock Company, Buffalo, were in the city this week.

The schooner G. G. Houghton, Captain Wm. Jamison, will take 50 cent coal to Portage. Captain Jamison is as original as ever but quotes Bobby Burns by the yard. A vessel broker was puzzled by reading: "I am billious; dose too small; no use to take it, in reply to a telegram relating to a charter recently for the Houghton.

Messrs. Bassett & Presley, both young men of energy and good business qualifications, have been doing a land office business in boiler tubes this spring. They have furnished boiler tubes, etc., for the eight boilers built at the Globe Iron Works for the steamers building at this port and for several out of town boilers and the iron for many smokestacks.

Barge Mary Garrett is offered for sale. She is 80 feet over all, 20 feet beam and 7 feet depth of hold. Her custom house measurement is 78.45 gross, 74.53 net, and she will carry 180 tons of coal or 100,000 feet of lumber. She received extensive repairs during the winter and some new outfit. Price, $1,500. Address H. R. RUMSEY,

V. O. Shipping Office, Cleveland, Ohio.

Captain John Brown, who sails the Main street bridge, has given us copies of the Celestial Empire, printed, in English, in Shaughai, China, in which is considerable marine news. We also find an account of the installation of a grand master of the district grand lodge of Masons of Northern China. Among those present at the installation we find the name of a Clevelander, A. D. Brown, Captain Brown's son, who has been in business in China a number of years.

The launch of the steel steamer Spokane (Speaking water) was attended with complete success last Saturday, and the event was witnessed by 5,000 people, all of whom united to praise the new addition to the lake fleet. Captain Wilson, when his other steamer is launched at Quayles yard will have the best fleet on the lakes. Quite a number of prominent gentlemen from other cities witnessed the launch and were highly pleased with the new boat. The Spokane tons 1465.48 net and 1741.90 gross and will carry about 2,200 tons.

CHICAGO.

Special to the Marine Record.

George Gilman sold the tug John Gordon to Captain John McLaughlin for $7,000. He has placed her in the old Chicago Tug line, with the tug John Miner, which he commands, and the tugs Commodore and D. L. Babcock.

Captain P. McCullouch has resigned the command of the schooner Belle Brown, and Captain Smith, formerly of the schooner John Raber, has succeeded him. Captain William McDonald will have command of the John Raber. The fine side wheel steamer John A. Dix, Captain David Cochrane, commenced the excursion business here this season by making an excursion to South Chicago Sunday afternoon. She was well patronized. Captain Cochrane has had her fitted out in excellent shape for the excursion business.

The tug O. B. Green became disabled early Monday morning in consequence of her pilot house having struck the iron work of the Harrison street bridge while going under it with some loaded dredging scows in tow. The water in the river was high in consequence of a northeaster blowing for some hours previous. The steam valve of the tug was injured badly, and the steam forced some of the plank off the side walk of the bridge. Fortunately, no injury was sustained by passengers over the bridge, or any of the tug's crew.

C. Larsen, boat builder, is building for C. P. Willard & Company, a steam launch, 45 feet over all, 8 feet beam, 3½ feet depth of hold. He is also giving a partial rebuild to the sloop yacht Peri, and has put a new engine and boiler house and a new pilot house on the small tug Ernie M.

The propeller Gordon Campbell, of the Anchor line, arrived Sunday afternoon with coal from Buffalo, having in tow the Schuylkill, from that port, and the Allegheny and Annie Sherwood, from Erie, all coal laden. It was a heavy tow for the Campbell, but Captain Sisson managed to get them all through without accident of any kind.

The schooner Skylark arrived Saturday from Presque Isle with cedar ties. Captain Councer met with an accident in the Straits. The main boom struck him and knocked him against the wheel, fracturing his left leg in two plaees below the knee. He had his leg set at Cheboygan and came along to Chicago. He was removed to his home in this city, where he is, we are pleased to say, progressing favorably.

At Miller Brothers' shipyard the tugs Thomas Hood and Commodore were in dock and had their stern bearings fixed; the barge Mantenee received a new rudder and rudder stock. The new fire tug, building for the city, has all her outside plank on and her deck frames are being placed in her. She will be launched as soon as her bed plate, etc., have been put in place.

At the Chicago drydock the barges Marinette and F. S. Robinson and the propeller Nipigon were in dock to have leak stopped; the tug O. B. Green for calking; the propeller N. K. Fairbanks for a new stem; the tug William Ewing to have her stern bearing fixed; the schooner Felicitous got some new plank in her bow.

The Canadian propeller Nipigon, Captain Frank Conlin, arrived here Thursday, June 3d, from Verd island, Lake Superior, with a cargo of stone. Soon after leaving she commenced leaking and continued to do so until her arrival at this port, when she had about twenty inches of water in her hold. A steam pump attached to her engine, also a pony pump and hand pump were kept going, and considerable difficulty was experienced in keeping the pumps from becoming choked. Some of her ceiling was cut away to get the pumps in working order. Captain Conlin, on his arrival, went to the Chicago custom house and reported that he did not stop at Cheboygan and report and clear as required by American law, in consequence of his vessel leaking and the lives of his crew being in jeopardy, and asked them to do the best they could for him under the circumstances. The Nipigon has been unloaded, and is now in drydock to have leaks stopped. She has not been seized, but will wait here for the decision of the custom house authorities, as the captain does not desire to do anything incorrect, and would not have violated the laws of the United States unless from stern necessity. He served three and a half years in the northern army during the rebellion, and it is hard that he should have to pay the piper for fishing difficulties in Nova Scotia, as some of the Chicago dailies appear to wish him to do.

The Goodrich Transportation Company placed the steamer Sheboygan as an extra boat between this port and Milwaukee on Monday last. Two steamboats will now leave Chicago for Milwaukee daily, at 9 a. m. and 8 p. m.

The schooner H. W. Sage was supplied with one of Chester's patent fog horns on Saturday last.

A wedding took place on board the steambarge D. M. Wilson at this port May 31st. Charles Sweeney, a fireman, and Widow Muldoon, stewardess, were the parties most interested. Captain Lane was best man and Engineer Mayher gave the bride away.

Captain Daniel Coughlin, formerly for many years of the Anchor line, was in this city last week, and attended the funeral of his brother Michael who died on the 1st inst.

The propeller Vanderbilt, Captain Gillies, arrived Saturday from Buffalo with merchandise, the first visit she has paid this port since she left at the opening of navigation. She has made two trips from Buffalo to Milwaukee.

The propeller Jay Gould, Captain McCauley, left for Lake Superior ports Friday night with a number of passengers and a large cargo of merchandise. She has had extensive work done on her, and has accommodations for fifty passengers.

The Nipigon's trouble has been settled by the treasury department. Collector Seeberger represented the matter to the department on the affidavits of Captain Conlin and his engineer in a favorable light, and no forfeiture or fine has been demanded. Captain Conlin is very grateful for the kindness shown him.

Grain freights have declined to 2 cents on wheat, and 1¾ cents on corn to Buffalo.

Dan P. O'Brien has sold the barge City of Erie to John R. Cook for $1,600. The City of Erie belonged at one time to Kirby's old Grand Haven line, which for years ran between Grand Haven and Chicago.

The steamer Wm. Edwards, Captain Malloney, Engineer S. A. Wells, and consorts Golden Age, C. Foster and M. W. Page, arrived Sunday evening with 7350 tons of coal. WILLIAMS.

ST. CLAIR FLATS.

Special to the Marine Record.

An unknown scow, loaded with lumber, while working down, was struck by a squall from the northard, about 5 p. m. on Wednesday, and ran aground on the Canada side, just below the Little Bassett at the Point of Willows. She was released on Thursday.

About 3 o'clock p. m. the steambarge Vienna with consort, bound up, and the steambarge J. E. Potts, with Dan Rogers in tow, in passing the Southeast Bend, got aground. The Potts was passing the Vienna, taking the American side. The Vienna, in trying to hug the Point too close, got on slightly. The Potts ran hard on. The Rogers was going to take the outside at first but changed her mind just in time to try the solidity of her stem, and the kind of timber in the Potts' stern.

The water being so much higher this season than last, makes it more difficult to run the St. Clair Flats. The points that were last year above water are, this year, almost entirely submerged, and when the water is at all riled the officer in command is very easily deceived. Use the range, gentlemen, and save time, trouble and expense to your owners and employers.

On Tuesday about 2 p. m. the Canadian propeller Sir S. L. Tilly relieved herself from above the Park side, only to try and go up through the marsh, back of Joe Bedore's Landing, which proved a failure. After several attempts to get off herself, the tug James Reid, of Marquette, came along and pulled her into deep water again.

The barge Victoria lightered her load in order to be pulled off in Southeast Bend.

We have examined the schooner Hercules, sunk by the Erie line steamer Clarion some two seasons ago, and find nothing for the master or pilots to fear. What little there is left of her is just below and on the opposite side from Bedore's Landing, lower end of Southeast Bend. McN.

BUFFALO.

The steamer City of Rome was docked to stop a leak about her stern bearings and the repairs to the Russia are completed.

The new canal freight warehouse of the Western Transit line is to begin work tomorrow. The old house below the foot of Commercial street is to be abandoned at once, and soon no more freight will be handled at the foot of Washington street. The new house is spacious and conveniently located and arranged.

The Express says Captain Rardon has examined the schooner Thomas P. Sheldon as she lies in Lake George channel, and concludes that it will be best for the companies to leave her there and advertise for bids to raise her. This will probably be done.

The propeller Russell Sage, on her last trip down, had 116 bales of cotton in her cargo.

The disabled propeller Kincardine, now at Tonawanda unloading lumber will probably have to get a new crank besides repairing cylinder. She will come up here for the work.

The little schooners Pulaski and Charger came in light for coal to Toledo.

The prospect of untying the barge John Breden is apparently improved, as she is reported sold to the Union Drydock Company for $2,700.

The Western Transit company's new docks at Coatsworth slip were occupied Tuesday. The engine used at the old dock for hoisting from canal boats has been moved, and it is thought that the Reed dock below Commercial slip can be vacated by the company by Thursday. These changes will not only concentrate and expedite the company's business, but will so enlarge their accommodations that it is in itself a sufficient indication of the general prosperity of the business.

The underwriters have contracted with Parker & Millen of Detroit to raise the schooner Thomas P. Sheldon, sunk in the Sault River, and deliver her at either Detroit at Port Huron for $2,500. This is regarded as very favorable to the companies. Parker & Millen have now one of the best wrecking outfits on the lakes.

There was a fair demand for coal carriers, and so far as learned all the vessels offered were taken. The propeller Sparta and consort Sumatra and the schooners Carpenter, Stevenson, and Uranus go to Milwaukee, and the propeller Russia to Green Bay, all at 60 cents. The barge Mariner loads for East Saginaw at 25 cents.

Canal freights remain at 4½ cents on wheat and 3¼ cents on corn to New York.

CLAYTON.

Special to the Marine Record.

The United States steamer Bibb is having a cruise around the river and lake.

The Royal Mail line commence their regular trips on Wednesday June 2, the Passport first boat to call at this port.

MARITIME LAW.

SALVAGE—VESSEL WITHOUT NAVIGATOR—SALVOR SAVING HIS OWN LIFE IN ACT OF SALVING—HOFFSCHILD ET AL. VS. THE BRIGANTINE F. I. MERRYMAN, ETC.

U. S. District Court, Eastern District of New York.

While the brigantine Merryman was on a voyage from Bathurst to Boston, her captain and mates died, leaving the crew alone on board, none of whom were capable of navigating the vessel. While being sailed by the cook and steward on a general course given them by the captain before he died, she fell in with the bark Scalla, which was in a sinking condition and without boats. Both vessels hoisted signals of distress. The captain and crew of the Scalla then abandoned their vessel and went on board of the Merryman, which the captain of the Scalla took charge of and brought safely to port. Libels were thereafter filed against the Merryman by the captain and crew of the Scalla for salvage. The Merryman with her cargo was worth fifty thousand dollars. Held, that as the Merryman was in want of a navigator, the service rendered her by the captain of the Scalla was a salvage service, and his claim was not defeated by the fact in salving the Merryman, he was probably saving his own life; $1,000 should therefore be allowed him as salvage; but the services rendered the Merryman by the crew of the Scalla were not salvage services, and their libels should therefore be dismissed.

Benedict, J.

This is an action by the master and crew of the German bark Friedrich Scalla, to recover salvage from the brigantine F. I. Merryman, her cargo and freight.

The facts are not in dispute. On August 20, 1885, the brigantine Merryman sailed from Gambier River, Bathurst, with a cargo of hides for Boston, Massachusetts, under the command of Captain Nicherson. She had no mate, her mate having died in July. Her crew consisted of the master, two seamen, an African shipped in Bathurst, and the cook, and steward, a colored man. On the day after sailing the master was taken sick, and died on the 1st of September. On the same day the master died the second mate was taken sick, and on the 11th of September he died. Before dying the captain told the cook and steward, in case the second mate should be sick, to take command of the vessel and steer between northwest, and northwest by north, and he would probably hit some port in America. When the captain died the cook and steward, whose name was William Henry Furbert, took command. He was not navigator nor was there any person on board able to take an observation. The brigantine was steered as the captain had directed, and on the 1st day of October the sails of a bark were discovered ahead, which proved to be the German bark Friedrich Scalla. As the vessels neared each other an ensign was hoisted on the Merryman, and about the same time it was discovered that the Scalla had also a signal flying. When within hailing distance the Merryman, reported herself as thirty-two days from Bathurst and in want of a navigator. The Scalla reported herself as fifty days from Stettin, and without boats. A boat was sent to her from the Merryman when it was ascertained that the Scalla had been disabled on the 9th of September, and was at that time in a sinking condition; that she had lost all her boats, and the master had been desirous of abandoning her for several days.

Thereupon the master, the mate and ten men comprising the crew of the Scalla left their vessel, and went on board the Merryman taking with them in five trips of the boat, their clothes, nautical instruments, and some provisions. The master of the Scalla then took command of the Merryman, altered her course and proceeded towards Boston. When off New York, being somewhat short of water, it was thought best to go to New York instead of Boston, and on the 7th day of October she arrived in New York, having met with no disaster or bad weather and the vessel and her cargo being in good condition.

From the time the master of the Scalla took charge of the Merryman, most of the ship's work was performed by the mate and sailors of the Scalla. Two of the crew of the Merryman were able to work and took turns at the wheel. The cook and steward did little or nothing, being worn out.

Out of this state of facts have arisen this claim of the master, mate and seamen of the Scalla, to be paid a salvage compensation for their services on board the Merryman.

It cannot be doubted that a salvage service was rendered to the Merryman by the master of the Scalla. The Merryman was in distress for want of a navigator; he supplied that want. His presence on board changed the condition of the Merryman from a situation of considerable peril to one of comparative safety; by means of his knowledge and skill the Merryman reached port and without loss to her owners. I can see no ground on which to deny him a salvage reward for the services he rendered.

It is true that saving his own life, was one, and perhaps the principal motive, which induced him to leave his own sinking vessel and join the Merryman, but it has several times been held that the existence of such a motive affords no ground for refusing salvage reward. (The Two Friends, 2 W. Rob. 349; the Merrimac, 1 Benedict, 201.)

The contention on behalf of the claimants is, that instead of furnishing a navigator to the Merryman, the entire crew of the Scalla, for the purpose of saving their own lives went on board the Merryman and no individual was separately designated to render service. By their own arrangement they constituted an unit. Treated as such, the service rendered by the Merryman to all was more than the equivalent for the service rendered to the Merryman.

But surely the master of the Scalla was by the attendant circumstances designated to render to the Merryman precisely the services she needed namely, those of navigator and master. These services he did render, and in doing so he assumed responsibilities if not more serious than those from which he escaped, certainly different, but which he was under no obligation to assume. It seems to me to be no answer to his claim for compensation for this service, to say that the services rendered to the Merryman by others who went on board the Merryman, were more then compensated by the saving of their lives by means of the Merryman.

Besides, the question is never a mere question of equivalent for services rendered. When a salvage service is shown in a court of admiralty, it is the duty of that court to see that more than an equivalent is given for the services, and this upon grounds of public policy. The rendition of a salvage to the Merryman by the master of the Scalla, entitled him therefore to ask of this court a salvage compensation, whatever may have been the benefit received from the Merryman, by other of the crew of the Scalla.

He was nine days in command of the Merryman; he met with no storm or unusual circumstances. To say the least his anxieties were diminished rather than increased by taking charge of the Merryman. The value of the Merryman and her cargo was some fifty thousand dollars. I think the master should be paid a thousand dollars as his reward.

In regard to the other persons, eleven in number, who went from the Scalla to the Merryman and who under the direction of the master of the Scalla, navigated the Merryman to New York, the case is different in this; that while they rendered useful service, and relieved a small crew, no doubt much worn by labor and anxiety, their services in no way differed from the services they would have performed on board their own vessel; certainly they were no more important or arduous in character. These services were not necessary to the Merryman, for her own crew with the aid of a navigator, would have brought her in safely. Nor were these services requested. The services of a navigator were required and only the services of a navigator were asked of the Scalla. The services of the others were rendered voluntarily, because, not daring to remain on their own vessel they obtained permission to come to the Merryman. These services were not those of salvors. They were not necessary to the salving of the brigantine, they were not requested by the brigantine's crew, who remained in possession of their vessel. They were accepted because voluntarily tendered and they must be deemed to have been rendered as an equivalent for the benefit they received.

There must, therefore, be a decree in favor of the libelant, Augustus Hoffschild, for the sum of one thousand dollars and the costs of this action. As regards the other libelants the libel is dismissed without costs.

April 5, 1886.

SCIENCE OF PROPELLER WHEELS.

They were talking of the Cumberland's new wheel in a marine office, and speculating on her luck in breaking a second one in so short a time. Wheels cost something at six cents a pound for eight hundred pounds. "And there is very little really known about them," said one of the party, to which all agreed.

"The captain of the Cumberland," added one, "said that he made average speed coming down with his broken wheel from Chicago."

"I tell you that they put too much surface on their wheels," said a shipbuilder, "and all the changing of old patterns for new ones amounts to 'is to be up with the style. They don't know anything about the business yet. A wheel with two buckets is just as good as any." And it was the general verdict that the matter was all an experiment as yet.—*Buffalo Express.*

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, June 1, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended May 29, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,415	K D J M	Slp y	Atlantic,	84.51	80.29	New York, N. Y.
120,639	. .. .	Sc.	Freddie Hayward,	25.28	24.02	Town Creek, Md.
100,395	K D J N	Sc.	Ida H. Mathis,	507.86	482.47	Somers' Point, N. J.
76,627	....	Sc.	J. and P. Bradford,	14 81	14.07	Town Creek, Md.
14,445	....	Sc.	Kanai,	.....	... .. .	San Francisco, Cal.
140.825	....	Sc.	Little Jennie,	9.85	9.36	Town Creek, Md.
91,838	....	Sc.	Maggie E. Breeden,	12.45	11.23	do do
91,845	....	Sl.	Maud R.,	8.12	7.71	do do
91.842	. . ..	Sl.	Mattie,	9 62	9 14	do do
150,369	....	Sc.	Puritan,	49.16	46.70	do do
116,102	....	Sc.	Sophia Amelia K.,	47.50	45 13	Charleston, S. C.
145,420	....	Sl.	Trader,	13.09	13.09	Portland, Oregon.
			STEAM VESSELS.			
3.346	....	St. p.	Bay Point,	16.26	12 38	Fall River, Mass.
126,350	....	St p.	C. O. of Cincinnati,	21.81	19.89	Cincinnati, Ohio.
135,884	....	St. p.	Emmie,	63.42	50.87	Jacksonville, Fla.
85,921	K D J L	St. s.	Greenwood,	195.54	144.25	San Francisco, Cal.
85,922	....	St. y.	Glance,	28 47	15.00	Buffalo, N. Y.
76.628	....	St. s.	John A. Dash,	13.78	6 89	Erie, Pa.
140,824	....	St. p.	Lena C.,	44.38	34.09	Pensacola, Fla.
91,839	....	St. p.	Marco,	36 80	36 80	New Orleans, La.
91.840	....	St. s.	Marietta,	20 15	12 13	Center on, N. J.
130,350	....	St. s.	Newburgh,	1033.57	741.22	Philadelphia, Pa.
110,699	....	St. s.	Reva.	125.77	84 48	New York, N. Y.
			UNRIGG'D VESSELS.			
61.877	....	St. bt.	Willie Ryan.	107 60	102.22	Whitehall, N. Y.

JARVIS PATTEN, Commissioner of Navigation.

NAUTICAL NOTES.

J. T. Towers, late steward and purser of the propeller Persia, is now commander of the Canadian propeller Ocean.

It is said that by the end of May the Kingston & Montreal Forwarding Company will have forwarded as much grain as they did up to September last year.

The schooner Maple Leaf, which was partially destroyed by fire at Toronto, has been thoroughly reconstructed, somewhat enlarged, and her name changed to William Golding.

The schooner Emerald, while weighing her anchor near Toronto on Monday, brought up another anchor which was lost from the schooner Atlantic twenty-eight years ago.

The schooner Three Brothers, which left here last night with coal for Milwaukee, will stop at Port Huron and take on a new boiler for the steambarge Kingsford, now at Milwaukee.

An examination was made of the schooner Star of Hope by a submarine diver. It was discovered that the bottom of the vessel was entirely gone, and there is less probability that she will be rebuilt.

The two steel boilers for the G. T. R. steamer Huron have arrived at Point Edward. They are of a new design and very powerful. The dimensions are 10½ feet in diameter by 12 feet long.

The steam yacht Mystic, owned by Mr. W. L. Scott of Erie, has been towed to Buffalo by the tug Thompson and will be given a new boiler, new deck, etc., her repairs will cost about $5,000.

The steambarge Langell and consorts, Buster and Knapp, bound down and grain laden, grounded at the flats in Lake George on the 30th ult. They were released after lightering several thousand bushels.

It is reported that vessels in the harbor at Montreal Wednesday were decorated with bunting in honor of the wedding of the President of the United States, and most of them carried the stars and strips at the foremast head.

A want much felt thus far this season by many who prefer water to railroad travel is a steamer to ply between Detroit and Mt. Clemens. On Monday next, it is said, the steamer Nellie, sufficiently commodious, will commence making daily trips on this route.

D. Robeson has taken the contract to fit out complete the new schooner barge now building for Captain Forbes, at Bay City, including a steam windlass, and will have most of the season for working on it. The new vessel will have a carrying capacity of 100,000 bushels of grain.

Mr. Harry Wade launched his new steam yacht a few days ago at Kingston. He has not yet christened her. She is built after a model made by Captain Pierce and floats as saucily as a canvas back duck. Her boiler was put in at Davidson & Doran's and is of an improved pattern.

The owners, agents and captains of the barges lying along the Lachine canal at Montreal are petitioning the minister of marine to have the entire force of harbor police re-appointed, as they are being continually annoyed by thieves, who carry away cargo from the wharves and assault the barge men.

The outer breakwater is again under discussion. Vessel masters who have arrived in Chicago recently say that the big reef is becoming more formidable than ever. It can easily be made to answer the purpose for which it was built—a shelter for storm bound craft—at a small expense. All that is needed is a good light at either end of it, a light equal in strenght to any of the present harbor lights. By doing this the big reef can be made a good thing.

The log barge built at Davidson's yard on the west side was launched at 3:30 o'clock last Wednesday afternoon. She is 275 feet in length, 51 feet beam, and 12 feet hold. Her name is Wahnapetæ, after a river in the Georgian Bay country, where she is to trade, bringing logs to Tawas and Saginaw rivers for her owners, Emery Bros. The Wahnapetæ cost $55,000. She has on board all the machinery necessary for the loading and unloading of logs, which she will carry on deck. Her capacity will be 3,500 tons.

Mrs. Mary Amsden, who lost one of her legs in the street car accident at the State street bridge last June, when the propeller W. J. Averill ran into and injured the bridge, recovered a verdict of $2,000 in Judge Gary's court against the Merchants' Navigation Company, the owners of the steamer.

The steambarge Swallow, which sunk while entering Chicago harbor, is still on bottom of the river, and according to the lookout, it seems that she may remain there for a fortnight. Several tugs combined and dragged her bow around until it rested against the north pier. The tug McCormick has been engaged to pump her out, Captain Flagstead said that the Swallow was not overloaded. Others, however, who knew the vessel say her capacity is 250,000 feet while she had on board about 270,000 when she was keeled over by the squalls.

THE SECOND ENGINEER TURNS UP AGAIN.

LE CLAIRE, IOWA, June 4.

To the Editor of the Marine Record:

True, I have had a pretty tough time of it, but here I am, once again upon my native heath, the wild and roaring Mississippi. Though I struck the hospitable shore of Port Louise dead broke, the mayor of the town, and the "city fathers" as well, turned out to bid me welcome, while the tax collector nipped my enthusiasm in the bud by presenting a bill of four dollars for poll tax, which, according to the ungenerous law of Iowa must be paid. So you see that I struck a job at once, not engineering, but working my poll tax out on the highway.

"Down through the everglade, I, faithful worked, with pick and spade," sang the trusty roadmaster, as he lay, drunk, under the shade of a big white oak. The transition from the splendors of Gotham to the toils of my native city was so great that I really wished myself back in the Niagara Falls jail.

Well, I have only time to write a few lines, for I am on watch, having shipped on a tow boat, but I will give the boys a description of my wanderings since January in a few days.

I will say for the engineers, that I am on—to use a provincialism—a two-boiler boat, she being 135 feet long, 27 feet beam, and will trim up on twenty-two inches of water. Steel boilers, double riveted, 33-inch shell, 28 feet long, with metal .26 of an inch thick, giving a tensile strength of 75,000 pounds to the square inch. Each boiler has six flues. The engines, 15-inch bore, with 7-foot stroke of piston, turning a water wheel, 19 feet in diameter, with a 17 feet 6-inch bucket, width of bucket 24 inches, and seventeen arms in a flange.

The boys can figure up the pressure the boat is permitted to carry, and they will find it is over two hundred, and don't forget, we carry it all the time; that is all she is allowed. And she goes up the river very well, even without crowding her, for we drove her up against a "big river," from St. Louis to Keokuk, two hundred and twelve miles, in twenty hours, and had her loaded down to thirty-six inches forward. I might add that we did not stop an engine in the run, and only slowed down once for a few moments, passing under the foot of Goose Island.

We have got a Thompson and Houston electric light, run by a New York safety engine, and we get coffee at 4 o'clock in the afternoon, brought down to the engine room on a bran new tray, so you see, we are fixed. Carry twenty men, all told, and change watches at 11 and 3 o'clock at night.

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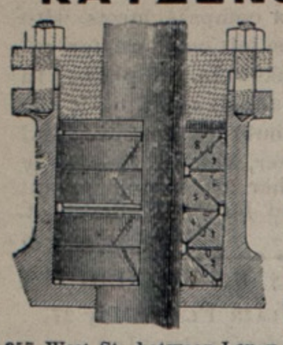

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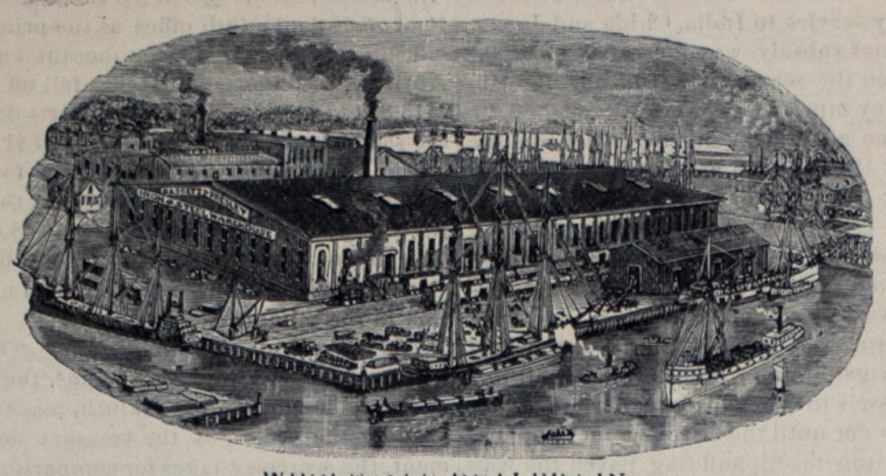

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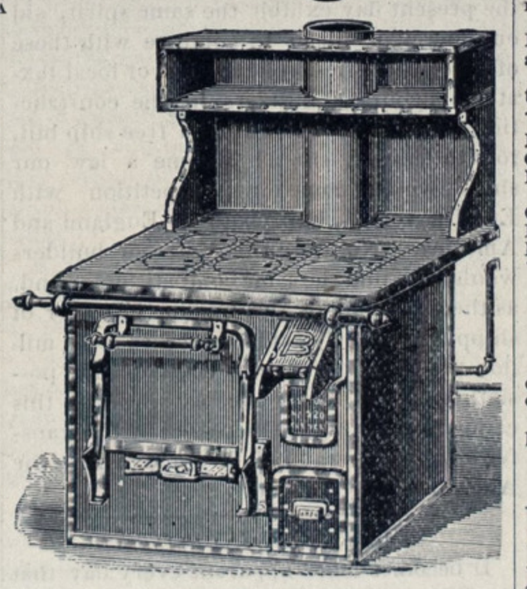
Yours respectfully, RICHARDS & McKEAN.



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No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No. 14, Special New York Ex	.....	3 00 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via " ..	‡6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky..	*10 50 A M	*11 00 A M
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No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

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Chicago Passenger.....	*9 00 P M	.....
Local Freight.....	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, JUNE 10.

GOVERNMENTAL AID TO SHIPPING.

While the free ship bill has been under discussion in congress much has been said about governmental aid to shipping, and in a recent number of the MARINE RECORD we ventured to assert that the shipping of the United States was left unprotected as compared with the policy of European countries, and that the English government subsidized, protected and fostered its shipbuilding industry. It is true that the present laws of navigation of this country prohibit the importation of foreign-built ships, nevertheless, our shipbuilding interests are not protected for the reason that our ships come in competition with those built in foreign countries without the governmental aid that those ships enjoy. The New York Maritime Association, in a memorial, says: "France pays a liberal bounty, Germany and Italy also contemplate doing so, and England's policy of protecting this industry brings her 52 per cent of the carrying trade of the world, occupying all the best routes, while the United States totally neglects her shipping, notwithstanding she protects almost every other industry." That is, England, by her system of subsidizing her mail carrying steamships, and by wise and liberal measures before parliament, encouraging builders, she has succeeded in acquiring over half of the ocean carrying trade. "The system of taxing ship property in England," says the commissioner of navigation, "is protective in character compared with that of most of the states. In that country vessels are taxed upon their net earnings at the rate of about 2½ per cent," while in most of the states they are taxed as personal property at value, the rate being 2@3 per cent. To illustrate, the protection granted to the British ship by its immunity from heavy tax, especially on the lakes, as against the American ship, is of great benefit. Let us suppose two vessels, one American and one Canadian, in competition in the grain trade. The American vessel of say, 1200 tons burden, must pay $180 local tax per month, or nearly 5 cents per ton, while she is at work, whereas, the Canadian vessel enjoys total immunity from taxation. Although this rule does not apply in the same degree to vessels in the Atlantic trade the relief from local taxation, enjoyed by the English shipowner, has given him a considerable advantage, and has been no small factor in giving an impetus to the building of expensive iron vessels in Great Britain.

During the years prior to 1854 the United States and England enjoyed much the same governmental aid and encouragement, and this country showed its ability to cope with the mother country for prominence in the carrying trade of the world. The English suffered much anxiety on account of the result of the competition. During the decade embraced from the year 1840 to 1850 England subsidized a line of four steamships, built by Samuel Cunard, to run to this country under a government contract of £80,000, and the subsidy was afterward raised to £110,000, 50 per cent of the entire cost of the four steamers. Six years later, when two new steamers were added to the line, the subsidy was again increased to £140,000, and was continued for fifteen years. The famous Peninsula and Oriental Steamship Company was also inaugurated at the beginning of the decade, and government aid extended of over £200,000 for a monthly service to India, China and Japan. This latter subsidy was increased to £400,000 when the service was run fortnightly, and many other lines were established by the same aid. This liberal policy, on the part of the English government was the turning point in her maritime history, and at once established her supremacy on the ocean, although, up to 1860, the shipping of the United States was almost equal in number of vessels and efficiency.

It is true that in 1854 England repealed her navigation laws, and permitted all foreign vessels to participate in her trade, but this was not until the discovery and application of iron to shipbuilding paved the way for the revolution. Prior to this time this country could build wooden ships cheaper than they could be built in England, but with the introduction of iron and steel in shipbuilding England could afford to abrogate her laws and defy competition.

Notwithstanding all that has been said to the contrary, England continues her liberal policy of subsidizing, aiding and encouraging shipbuilding. Commissioner Patten says, in his report for 1885, that, "The price of this article (iron) in England, together with the experience that English builders were gaining in the manufacture of ships and steamers, gave them an advantage over this country which has continued to this day; for although the cost of iron has been gradually approaching a level, the cost of labor is still against the American shipbuilder. Beside he has had to compete with a subsidized commerce, for no country has been more lavish of public funds than Great Britain in building up a mercantile marine and thereby increasing her foreign trade. As soon as there seems to be an opening for a line of mail steamers to any remote point, it has been the practice of the British government to proffer aid for mail service sufficient to enable the enterprise to live." This, it will be seen, is her true policy, and is in great contrast to that of the United States.

It has been shown that as England subsidized and protected her maritime interests she rose to prominence; her merchant marine, protected by aid and by immunity from taxation, forms the most essential element of her greatness, and the early history of this country shows that the men of congress vied with each other in forwarding measures for the aid and relief of the American mercantile navy. Let the congressmen of the present day exhibit the same spirit, aid our merchant fleets to compete with those of other countries, relieve them of local taxation, encourage builders in the construction of ships, and defeat the free ship bill, for in case it should become a law our ships would come in competition with English vessels, built both in England and America. Not only this, but our builders would also find the same competition. And, as the chairman of the London chamber of shipping recently said, there was one million too much tonnage in England, the possibility of a slightly cheaper ship by this competition would be increased by the transfer of this superabundant tonnage into the American coasting trade.

CUSTOMS DISTRICTS.

It becomes more apparent every day that the Duluth district needs a live representative in congress, one who will guard the prestige of Duluth and assist her in gaining the prominence she deserves as a commercial port. A vigorous district with a weak representative will never succeed to her true position before the country. No congressional district in the land needs an able, well posted representative in congress so much as does that in which Duluth is situated. Being a young city, and the district comparatively but recently populated, it is necessary that the merits of Duluth as an important shipping point should be placed in a proper light before the officials of the general government, especially those of the treasury department, and where can this work be done more appropriately than in the congress of the United States, before the representatives of every district. It appears from recent action of Acting Secretary Fairchild that Representative Nelson is overshadowed by the influence and ability of members from neighboring Lake Superior districts. He either does not care to suggest legislation for his constituents or he is not well up in statistics that show Duluth to be an important port of entry.

A telegram from Washington to the St. Paul Globe says: "Two plans have been discussed with regard to the Duluth custom house, which Secretary Fairchild has decided must be abolished. One is to send a deputy over from Marquette and attach Duluth and Superior to the Marquette district, Marquette being the older office. The other is to attach Duluth and Superior to the St. Paul district. One of the reasons which led to the decision to abolish the Duluth office as the principal office is that during the ten months ending April 30, the imports at that port fell off from $118,888 to $16,674, while the exports during the same time fell from $1,578,766 to $1,032,513. At the same time the imports for the St. Paul district fell off $250,000, but the exports increased from $795,210 to $1,528,053." This is not a fair showing for Duluth, and steps should be taken to correct the impression in the mind of the secretary.

The Lake Superior News says: "While deliberately selecting, as it seems, the most unfavorable months for Duluth, made so in part by the orders of the treasury department, the secretary takes for comparison the very best months for St. Paul; the months when wheat was being received from Manitoba and when, the lakes being closed, the goods were shipped direct to St. Paul. Beside much of the work in relation to the St. Paul business is done at Duluth, the inspecting, gauging, etc., St. Paul collecting the revenues and gaining the credit. The wheat shipped from Duluth during May, 1886, amounted to 2,903,679 bushels, against 1,562,000 in May, 1885, and the flour shipments have in like manner not only doubled but more than trebled. The flour and wheat is largely exported, but like the iron and silver ore shipped from this port, is taken up in the account of the seaboard port."

At the election soon to take place Duluth voters should see to it that Representative K. Nelson is not returned to congress.

IT is evident that a crisis is at hand in the history of the Erie canal. The Legislature passed a bill appropriating $1,200,000 to double the length of five locks on the Erie and three on the Oswego canal to hasten the trips of east bound boats. At the hearing before the Governor all the speakers but one favored the bill, but the Governor was apparently against it, as he is from the southern tier of counties. The inhabitants of those counties think that the canal has served its purpose, and as they hold that they do not realize any benefits from it they do not desire to be taxed for the improvements.

THE Maritime Register says that our 'navigation laws exclude British ships from competition with American ships." This is contrary to fact, as every vessel owner knows. British built ships have always been and probably always will be in competition with those of this country. On the lakes Canadian vessels have always enjoyed all the privileges of the American coasting trade until the end of last season, when the privilege was revoked by Secretary Manning's famous circular.

THE Penfield Block Company, Lockport, N. Y., are running over time on a contract to furnish the Erie Express a quantity of four-wheeled platform wagons, and two-wheeled, sloping back barrows. They also report an increased trade on patent phosphor bronze bushed, self-lubricating sheaves.

AMONG the changes in the U. S. engineer corps we note that Captain F. Palfrey relieves Captain Edward Maguire at Oswego, N. Y. Captain Maguire is ordered to duty at Willet's Point.

ADJUST THE BOAT TO THE COMPASS

SAULT STE. MARIE, MICH., June 1.

To the Editor of the Marine Record.

I have seen Robert Merrill's patent spirit compass, now being introduced on the lakes, and can see a source of great danger in it to inexperienced persons. The compass has adjustable magnets in the box, and is adjusted for the boat in place of the boat being adjusted for the compass. Now, if a compass, adjusted for one particular boat, should be taken on another, it would not be true, nor would it be true for any purpose or place except the boat it was adjusted for and the place on the boat where it was adjusted. Suppose the boat for which the compass was adjusted had an error of 2½ points and the compass was taken on another boat that had no error, it would lead her 2½ points astray, or fifty miles on one hundred run. Or should the compass meet with accident, and have to be replaced with another, the boat would still be out 2½ points.

The old way of adjusting the boat to the compass must plainly be seen to be the best. If the boat is adjusted to the compass she is corrected for any compass sitting in the same place, and no chance left for error if taken out and used on another boat. It often happens that a compass meets with accident and has to be left on shore for repairs and another taken in its place. In this case you can see the danger; or if the compass adjusted should be borrowed and taken on board another, which is frequently done, it would lead her astray the amount of the error corrected for on the first boat.

Your truly, OLD SKIPPER.

ST. CLAIR FLATS RANGE LIGHTS.

ST. CLAIR FLATS, May 27.

To the Editor of the Marine Record:

McNiff & Son's range lights are lighted to-night for the first time at the Southeast Bend, and we hope they will prove as beneficial to the big heads as to those who admit the necessity of them. We do not allude to any particular persons, but mean what we say, and the lights are our proof. We would like up bound boats to notify us of any jams or obstructions that might be in the cut or canal, so that we can inform all down bound steamers and vessels in time to save trouble and expense to owners, insurance companies, masters, and pilots. Our private signal call is two long and two short blasts of whistle or fog horn. We are located above Bedore's Landing, where we can be found night or day. Our address is Bedore's Landing, St. Clair Flats, Mich. All business transactions pertaining to steamers and sail craft, entrusted to us, will receive prompt attention.

The ranges are red, over white lights, the red stake being about six feet the highest and inner one. The upper range is located just below the Canada club house dock, which you can run from the lower trees on Herson's island until within about fifty rods of said dock, when you will commence to port your helm, and when abreast of this range you will pick up another on your starboard bow located just above the Little Bassett, on the Canada side, which you will run until you pick up another range on your starboard bow, located about 100 rods below Bedore's dock on the American side, which you will run until abreast of Joe Bedore's dock, then starboard until you head for Peninsular club house, then for Star island, etc. Then you have canal reds to guide you.

It would be better for down bound steamers and vessels to take the Canada side with first two ranges and the American side with the third one. That will give the down boats the full benefit of ranges which, of course, they need. The outer or bright light, at the Canada club is about forty feet from channel bank inside, the bright one at Little Bassett, about 150 feet from channel bank, and the one below Bedore's about 250 feet. The white lights are located about 250 feet apart from the red. If there should be any improvements to offer from masters or pilots, signal us and make them know. Should anything happen that our lights are not lit, please give us two long and two short whistles, and we will be on deck. Remember, don't run down too close to the Canada club house dock; port in time, and don't run more than a length or two below Bedore's dock; starboard in time.

[All papers that insert marine matter, please copy.]

ROBT. MCNIFF & SON.

THE LAKE CARRIERS' ASSOCIATION.

The Lake Carriers' Association, at their meeting Friday, considered the proposition to build a bridge from the Michigan shore to Belle Isle, near Detroit. There has been some fear that if a bridge were thrown across this channel the next step would be to extend it to the Canada shore. A letter from Captain Millen, of Detroit, states that he does not think a railroad bridge would be located there in any case, and that the proposed bridge would not be strong enough for trains. He adds that Detroit is quite anxious to secure a bridge to the city park on Belle Isle, and that the channel it would span is very little used. The Lake Carriers' Association took the following action:

WHEREAS, This channel, ordinarily called the American channel, is not the one most commonly used by lake vessels; and

WHEREAS, The bridge called for by this bill, if provided, as advised by General O. M. Poe, Lieutenant Colonel of Engineers, Detroit, with a draw situated in mid channel, having a clear opening of one hundred and twenty-five feet on each side of the pivot, would not prove so serious an obstruction to navigation as to be prohibitory.

Resolved, That the board of managers of the Lake Carriers' Association does not feel called upon to oppose the bill if amended in accordance with General Poe's suggestions.

Resolved, That nothing in the foregoing preamble or resolution is to be construed as implying any approval by this association of any possible future proposition to bridge the south or main channel, from Belle Isle to the Canadian shore; but, on the contrary, this association desires to now place on record its opposition to any such possible measure, believing that it would prove almost fatal to the important commercial interests of the lakes.

DETROIT.

Special to the Marine Record.

June 8.—The iron steamer India, laden with a valuable cargo from Duluth, called here on Saturday, en route to Buffalo. Captain Ed Mooney, who is honored with the command of this fine ship, has been a sailor from boyhood. He was born in Manchester, England, but came to this country when quite young. His connection with the Lake Superior route dates back to 1857, on board the propeller Iron City, along with Captain J. E. Turner. His first command was the steamer Adriatic, followed by the Atlantic, Pacific, R. Prindiville, Winslow, and lastly the India, as fine a steamer of her class as plows the western waters. Captain Mooney, like valuables done up in small packages, is short in stature, quick in his movements, pays the strictest attention to his duties, and withal, of gentlemanly deportment, courteous and affable.

The routine of events hereabout for the past week has not been, to say the least, of an exciting character, and matters move along as usual at this part of the season. Notably, there has been few arrivals of vessels, aside from the daily movements of steamers, and in this respect it has been much duller than many seasons previously recorded.

The ferry steamer Excelsior, which during the winter months, has been undergoing extensive repairs and improvements, beside painting, has again taken her position in the line with others and is chiefly engaged in the excursion business which is gradually booming and promises to be of large proportions.

The Detroit and Mt. Clemens route has lain dormant thus far this season, to the great discomfiture of many who would much prefer to visit that somewhat noted place by water than by dusty rail travel. But at last, after much agitation, the long-felt want has been supplied by placing a new boat on the route called the Nellie, which, during the season, will make daily trips.

"Who is Captain Chris Smith?" Well, I'll tell you. He sails the excursion steamer Saginaw, between Detroit and Toledo, a genial, social sailor, who, if there is anything new on his route, it does not take him long to tell it.

The source of the Nile, read of in history, could not be more difficult of navigation than the St. Clair river is with many who traverse that placid stream, as the events of the past week pretty clearly demonstrate.

The hull of the steamer Greyhound has been painted a snow white with green bottom. Her upper works are being rapidly constructed, and during the week she will be floated out of the drydock.

The tug Peter Smith, bound up, with a tow of barges, broke her crank pin on Saturday, in the St. Clair river. Her barges were left at Marine City, and the tug came to this city for repairs.

Captain Hickey, owner of the barge Star of Hope, informed us the other day that her bottom was entirely gone.

Captain Mapes, of the schooner Ferrett, has demonstrated the fact that when his vessel is ready to depart, neither head winds nor the want of a tug, is going to delay his departure. He fell in with a strong southwest wind the other day, which was dead ahead. Her canvas was close-reefed, and close-hauled, and it did not take long for that little craft to leave Detroit far in the distance. That's the kind of a sailor he is.

The five cable boats which were, a few days since, dispatched from Buffalo for Duluth, passed here on Thursday. Two of them were propelled by steam, and while coming through Lake Erie the machinery of one of them gave out, making it dependent on the other to get to the river. The repairs were made at Malden from whence they proceeded on, as above noted. We have made inquiries as to the latest arrivals of the Lake Superior steamers, but nothing has been seen of them anywhere along the route.

Captain James Moffat, a well known citizen of Port Huron, and principal proprietor of the river ferry, was in this city Monday, meeting with many of his old friends and acquaintances.

Thirteen steamers were coaled at O. W. Shipman's dock within the past ten days. One call is certain of insuring another.

The tug Martin Swain, of Grummond's line, was dispatched from Port Huron on Thursday, for a raft at Rifle river on Lake Huron, and in ten hours after her departure had it under way to its destination.

The steamer Saginaw, the other day, took from here two steam pumps for Malden which were to be used in raising some sunken scows belonging to the Canada Southern Railroad.

Moffat & McVenn, ship brokers, have made several charters here during the past week, chiefly in coarse freights at fair prices, all things considered.

Captain McCarthy, of the schooner Hartford, which vessel is undergoing repairs at Port Huron, was in this city on Friday, attending to business matters.

The smoky weather, so much complained of by vessel men when on Lake Huron, has almost entirely disappeared.

The steambarge Kincardine, which tows the barge R. N. Rice, met with an accident to her machinery while on Lake Huron the other day, but was soon afterward picked up by the tug Admiral Porter which took both craft through to Tonawanda, their destination.

The barge Ketcham, while anchored a few days since at Sandwich Point, in an exposed position, was slightly damaged by some passing tows, which claim she had no lights up. The damages were so slight, however, that nothing will come of it.

Captain Niland, of the steamer China, on the Lake Superior route, has been a sailor for forty years, and by strict habits and gentlemanly deportment, has worked his way from the forecastle to his present commanding position. His first sailing was with Captain Hall in the schooner Petrel. He has been associated with his present route for seventeen years.

The contract for raising the schooner Thomas P. Sheldon, sunk in Lake George, had not been awarded to any party up to Monday noon, although it has been stated in some of the papers that an expedition was en route.

The schooner Seaman has on board a cargo of coal for Lake Michigan, and will enter into the lumber trade in that section for the future, after a sojourn hereabout of thirty-eight years. Recently, she has had a thorough rebuild. HALL.

MT. CLEMENS.

Special to the Marine Record.

We had a fine launch Saturday, the 5th, of the steambarge Canisteo, built for the Tonawanda Barge Company. The Canisteo by all odds is the largest and best boat ever built in this city. Her length over all is 200 feet, beam 34 feet, depth of hold 13 feet. The Canisteo is designed for the lumber traffic between Manistique and Tonawanda and will have a carrying capacity of 750,000 feet and will cost complete not less then $50,000. She will have cabin accommodations for forty passengers. Captain Wm. Dulac will command her; Wm. Ormsby will run her engine, and George Lewis will officiate as clerk. The boat will be taken to Detroit, where she will receive her boiler built by the Drydock Engine Works. She has a Providence windlass from the American Ship Windlass Company, which was set up by Mr. Temple of that firm. The Canisteo will go into commission in three weeks.

Wm. E. Hall's newly rebuilt boat, the Nellie, gives promise of being an excursion steamer that the Clinton river can well be proud of. Under the supervision of Mr. Jas. Tucker the craft has been supplied with upper works conspicuous for their beauty and convenience. The first deck will be given over to freight, but a large open space aft can be utilized as a dancing floor. She is supplied with the big boiler and powerful machinery of the burned steamer Island Belle, and will, it is believed, develop a good rate of speed. The Nellie will be commanded by Captain Robert Furton, with Louis Peltier as mate, and Jacob Saddle as engineer. She is expected to be out Monday.

MONTREAL.

Judge Taschereau rendered judgement yesterday in the case of the Richelieu & Ontario Navigation Company against the Phœnix Insurance Company of Brooklyn. This was an action for damages to the propeller Spartan, insured with the company and wrecked on Lake Superior in 1884. The insurance contract was signed in Buffalo and the company pleaded that the plaintiff had no right of action here. The court maintained this plea and held that there was no obligation on the part of the defendant to answer an action taken in Canada on account of a contract signed in the United States.

OSWEGO.

The steambarge Saxon is on the drydock for repairs. She will probably cease to run to this port after this trip.

The following will show the business of the Black River canal during the month of May: 7,241,315 feet of lumber against 4,934,460 in 1885; 198 clearance against 186 last year, 45,000 cubic feet of timber in 1886; 63,000 in 1885. The above is the monthly report by Collector Clinton Richards, at Boonville.

PORT HURON.

Captain Rattary will sail the tug Jas. Reid. She is now undergoing repairs at the Wolverine dock.

Captain George McLeod, of Buffalo, is confined to his bed by sickness at the Huron House in this city.

The steamer Clara has been receiving repairs to her machinery at the dock of J. H. Fitzgerald,, during the week.

SAULT STE. MARIE.

Special to the Marine Record.

At 6:15 a. m. while passing over the flatts at a point known as the elbow the iron steamer Russia come in collision with the schooner Thos. P. Sheldon, consort to the steamship Kittie M. Forbes and bound to Duluth with a cargo of railroad iron, sinking the Sheldon instantly. The Forbes came to anchor as soon as clear from the channel and sent a boat immediately to the scene of the disaster with seven men to render assistance. At 8:30 the Forbes boat returned with the Sheldon boat in tow and having Captain Archie McHenry and all of his crew safe and unhurt but cold and wet. There were three men asleep in the forecastle at the time; they barely escaped with their lives, one being thrown from his bunk out on to the deck. The propeller Arctic kindly rendered assistance also. The Sheldon now lies on the west side of the channel leaving plenty of room for boats to pass. The Russia passed the Forbes taking the starboard hand side according to the whistles given and answered but crossed the tow line and struck the Sheldon on the starboard bow bewteen the bowsprit and the carhead, going in up to the foremast. The crash was terrible. The Sheldon sank immediately under the Russia's bow before she could back away from her. The captain and crew were taken to the Soo on the Forbes. Captain Arcnie McHenry says that working Sundays to load vessels don't pay. A sailor was heard to say on the Forbes, I am agoing to get me some hens and go to raising poultry.

More registered tonnage passed through the Sault canal during the thirty-one days of May than any other month in its history. There passed through the locks 606 steamers, 315 sail vessels and 28 rafts and unregistered craft, the whole representing 550,965 tons registered and 529,796 tons of weight.

The registered tonnage exceeded that of any other month by 19,276 tons, while the freight tonnage was only 24,068 tons less than that of the largest known, and was twice as great as for May of last year, exceeding it by 275,000 tons. The registered tonnage was also much greater than May a year ago, exceeding it by 279,553 tons. The average number of vessels per day passed through exceeded thirty, and the time consumed in making the lockages was 553 hours and 25 minutes out of the total of 744 hours in the month. This latter circumstance is peculiarily significant. It shows that the lockage system of the canal is fast becoming too small to accommodate the rapidly increasing tonnage of the lakes. If the increase over corresponding months of last year continues relatively as large as in May serious difficulty may be apprehended in the matter of looking vessels through the canal

May 28, the new lock beat her best record. There were 54 passages made from 6:10 a. m. to 11:35 p. m.

Captain Samuel H. Ashmun, of this place, has arrived down from Houghton with the yacht Sutton. He will do a general river business with her, besides running regular trips to Bay Mills.

Last week while the schooner James Couch was leaving the lock, bound up, her first mate was knocked from her rail, where he was standing, by the vessel striking heavily against the curve in the lock. W. H. Smith persisted in trying to pump life back into him, and after much hard work succeeded. After the man got so he could talk he could not remember anything—could not tell his own name or to what vessel he belonged. He is now in the marine hospital, and improving.

The steamer Osceola, of Ward's line, sprung aleak on Lake Superior Sunday night. On her arrival here a diver stopped the leak, causing her but a few hours' delay.

EAST SAGINAW.

Special to the Marine Record.

Captain Carson Glass was in port with his craft, the Senator Blood, during the week. The captain is looking handsomer than ever this season, and he still continues to grow "phat," so he says.

The steambarge Matt Sicken took on part of her load at this port on her last trip in.

A raft, containing 3,000,000 feet, and owned by J. H. Hill & Son, of this city, arrived in the river Thursday, in tow of the tug Mocking Bird from Lake Superior.

Mr. Al Orton, formerly engineer for the Boom Company, is installed as chief on the steamer Lucille.

The tug J. G. Hubbard, Captain Jack Rafferty, and consorts Garibaldi and Lulu Whitney, came in the river Monday from Harrisville, all loaded with the new Ross patent sapless paving blocks.

The ferry Handy Boy, of Bay City, has been brought to this city, and will take the Sutton's place on the Zilwaukee route.

The past week in the valley has been a lively one. The largest fleet of the season having loaded and passed out, thereby giving work to hundreds of wollopers, who, the week before, put in most of the time in idleness. It is estimated that no less than 19,000,000 feet of lumber left the river during the past ten days.

The river line steamers Burt, Lucille, and Mason still continue the war, and Mr. English, one of the owners of the Lucille, has gone to Buffalo to look after another boat to run in connection with his craft.

The Bartlett & Company's slings have been busy during the week, the tug Jessie P. Logie having been in for a new wheel; the Chas. P. Fish for straightening her shaft; the Robert Boyd for slight repairs and to stern bearing; the tug Tom Maytham for repairs to her shoe, and the steam yacht Laulie for a Bartlett running wheel.

The P. line barges all loaded Wednesday, and left in tow of the tug Annie Dobbins.

SHAW.

BAY CITY.

Special to the Marine Record.

A large force of carpenters and boiler makers have been at work several weeks on the tug A. Sumner, which is being altered and thoroughly overhauled by her owner, Mr. Gilchrist, at Alpena. The Sumner is to tow the immense barge Michigan, which is to carry logs from Canada to Alpena. She was formerly a transfer ferry for the M. C. R. R. Company on Detroit river. A powerful hoisting machine has been placed aboard of her to be used in handling the logs. She is fitted with four spars, and is known as the Donald McRae.

The passenger travel on the shore steamers Arundel and Metropolis is increasing daily. The trips are very enjoyable, and a large number of our citizens are availing themselves of the opportunity of passing the pleasantest part of the day from this city to up shore points.

James Preston, of this city, has been appointed engineer of the steamer Hattie Lloyd, of Duluth.

The tug Anna Moiles took a large lake raft to Saginaw Friday for the Estabrook mill.

The work of fitting out the Emery Lumber Company's log boat is progressing finely and it is thought will be ready for sea in another week.

The passenger steamer David Sutton has been brought from Saginaw to this port, and will run on the Stone island route.

The steamer Cora K. D. has been sold by Harry Deitzel to some parties who will convert her into a fish boat, and she will make a daisy, too.

Captain Fred Barclay, who last season sailed the tug Tom Maytham, has given up sailing, and is now known as a landlord.

Captain James Davidson will, in a few days, lay the keel for a large steamship for himself, after the model of the Siberia. Her keel will be 260 feet.

The tug Mocking Bird has left for Lake Superior with boom sticks for another large raft for Hill & Sons, of Saginaw.

SHAW.

FRANKFORT.

Special to the Marine Record.

The fine tugs C. Williams, of Manistee, and J. H. Gregory, of this port, had an exciting race on Wednesday afternoon on Lake Michigan, in chasing for the Gratwick tow. Both are powerful craft. The Gregory's cylinder is 24 square and the Williams's 24x26. They run side by side, gunwale to gunwale for nearly six miles. They fairly shot over the foam-crested waves. Great sparks of fire flew from the stacks, and hose were used to wet them down to prevent their catching fire, while the firemen fed the furnaces with oil, etc. They reached the barges about the same time, but the Williams, already having the towing contract, secured the barges. A large number of citizens were on the lake shore to witness the race between the rivals.

The U. S. revenue cutter Andrew Johnson was in our harbor several days the past week.

Propeller J. D. Dewar is again running between here and Manistee. She has been to Grand Haven where she received new gunwales, pilot house, etc.

The steambarge W. H. Gratwick and consorts Fryer and Marvin made their first appearance in our port on the 2d inst. She loaded 2,000,000 feet of pine lumber for Tonawanda.

A man named Brown fell through the hatch into the hold on the barge Marvin, a distance of sixteen feet, but was not injured. A miraculous escape. BURMEISTER.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXXIV.

In 1868 there were eighteen steamers commissisned on the lakes, embracing a total of 8,701 tons, and fifty-four vessels, with a total of 14,549 tons, as follows:

STEAMERS.

Metropolis, 425 tons, built at Trenton, and owned by Sloan and others.

Jay Cooke, 414 tons, built at Detroit, owned by J. P. Clarke.

Dove, 427 tons, built at Trenton, owned by Sloan and others.

Manitowoc, 578 tons, built at Manitowoc, owned by A. E. Goodrich.

J. K. White, 50 tons, built at Cleveland, owned by J. Greenhalgh.

Sheboygan, 624 tons, built at Manitowoc, owned by A. E. Goodrich.

PROPELLERS.

Philadelphia, 1,463 tons, built at Buffalo, owned by Evans & Company.

Grace Dormer, 100 tons, built at Buffalo, owned by Osman.

Oakland, 311 tons, built at Erie, owned by Hearn & Scott.

Vulcan, 249 tons, built at Detroit, owned by W. Livingston.

Lake Breeze, 196 tons, built at Toledo, owned by Phillips.

Milwaukee, 419 tons, built at Ogdensburg, owned by the N. T. Company.

St. Albans, 435 tons, built at Cleveland, owned by the N. T. Company.

City of Concord, 440 tons, built at Cleveland, owned by the N. T. Company.

Arizona, 874 tons, built at Cleveland, owned by F. B. Gardner.

Nashua, 440 tons, built at Cleveland, owned by the N. T. Company,

St. Paul, 909 tons, built at Marine City, owned by Eber Ward.

Champion, 263 tons, built at Detroit, owned by Merrick & Company.

SCHOONERS.

J. B. Martin, 385 tons, built at Detroit, owned by D. Newhall.

C. H. Hurd, 600 tons, built at Detroit, owned by Ralph & Hosmer.

S. A. Wood, 314 tons, built at Manitowoc, owned by Lockwood.

Fannie Campbell, 354 tons, St. Catharines, owned by Graham & Company.

Hattie Howard, 273 tons, built at Port Huron, owned by Howard & Fitzgerald.

George L. Wren, 216 tons, built at Green Bay, owned by O. B. Mullen.

Groton, 350 tons, built at Port Huron, owned by Martin & Company.

Dan Hayes, 145 tons, built at Fairport, owned by Hayes & Company.

Anna P. Grover, 285 tons, built at Vermillion, owned by Grover & Felton.

American Giant, 365 tons, built at Bay City, owned by J. Kelderhouse.

Jane McLeod, 224 tons, built at St. Catherines, owned Jas. Norris.

M. I. Wilcox, 369 tons, built at Toledo, owned by Bissell.

Floretta, 320 tons, built at Detroit, owned by John Stupinski.

Undine, 222 tons, built at Hamilton.

Mocking Bird, 476 tons, built at Tonawanda, owned by F. N. Jones.

Two Brothers, 137 tons, built at Port Burwell, owned by Wright & Company.

Vampire, 143 tons, built at Ashtabula, owned by Haskell.

Leviathan, 130 tons, built at Port Burwell, owned by Suffel & Ward.

Sam Flint, 499 tons, built at Toledo, owned O. L. Nims.

M. Mueller, 210 tons, built at Green Bay, owned by Mueller.

Lewis Day, 381 tons, built at Chambers island, owned by D. Clow.

T. G. Lester, 204 tons, built at Saginaw, owned by T. G. Lester.

Ella Doak, 75 tons, built at Pentwater, owned by Doak.

Charger, 277 tons, built at Little Sodus, owned by H. Rogers.

Morning Star, 185 tons, built at Sheboygan, owned by C. Raab.

James Garrett, 266 tons, built at Sheboygan, owned by Garrett & Elsey.

Butcher Boy, 359 tons, built at Green Bay, owned by Gotleib & Company.

Louisa, 192 tons, built at Detroit, owned by Morgan and others.

F. Palms, 560 tons, built at Marine City, owned by F. Morell.

Alpena, 63 tons, built at Alpena, owned by Sanborn.

Elmira, 296 tons, built at Sackets Harbor, owned by B. Everleigh.

J. H. Traverse, 110 tons, built at Pentwater, owned by S. Graham.

Nemesis 82 tons, built at Goderich.

St. Peter, 120 tons, built at New Baltimore.

Rose Simmons, 265 tons, built at Milwaukee, owned by Towmey.

C. H. Hackley, 248 tons, built at Milwaukee, owned by Aldrich & Reid.

A. G. Wright, 100 tons, built at South Haven.

Lily Gray, 60 tons, built at South Haven.

Thomas Parsons, 350 tons, built at Charlotte, owned by H. Rogers.

H. C. Potter, 308 tons, built at East Saginaw, owned by Jesse Hoyt.

Bessie Boalt, 173 tons, built at Wolf River, owned by C. J. Magill.

Lillie Parsons, 167 tons, built at Tonawanada, owned by Lynch & Company.

Fayette Brown, 553 tons, built at Cleveland, owned by A. Bradley.

Florida, 299 tons, built at Oswego, owned by Thomas Smith.

Maumee Valley, 204 tons, built at Perrysburg, owned by F. R. Miller & Company.

Brightie, 600 tons, built at Cleveland, owned by R. K. Winslow.

Anandale, 218 tons, built at Kingston, owned by John Caruthers.

Jesse Philips, 260 tons, built at Manitowoc, owned by Packard & Company.

Pandora, 304 tons, built at Port Colborne, owned by Jas. Hardison.

F. W. Gifford, 451 tons, built at Cleveland, owned by Scott & Berriman.

Hoboken, 299 tons, built at Clayton, owned by A. Barker.

H. P. Merry, 170 tons, built at Marine City, owned by Merry.

Heather Bell, 168 tons, built at Picton, owned by W. Ross & Company.

Florence Lester, 265 tons, built at Marine City, owned by D. Whitney, Jr.

Grand total, steamers and schooners, 23,251 tons; total value of steamers, $758,000; value of schooners, $649,000; total value, $1,407,000.

The business season was fairly active, the highest rates on wheat being 13½c from Chicago to Buffalo; the average 7.1c., corn at proportionate figures.

The principal incidents during the navigation of 1868, may be summed up, as follows:

March 15. Navigation opened between Detroit and Malden; the steamer Dove commenced plying on this date.

The first marine disaster of the season was the schooner Eliza Caroline, forced out of the harbor at Cleveland by a freshet, and badly damaged.

March 17. Navigation on Lake Erie opened to Dunkirk; also, between Detroit and Port Huron.

March 24. Navigation between Detroit and Cleveland, the steamer R. N. Rice, Captain Wm. McKay, commenced plying.

April 4. Navigation to Port Colborne, the steambarge Henry Howard arrived at Detroit. The steamer Dominion plied between Detroit and Chatham.

April 9. Steamer Seabird was burned on Lake Michigan, with loss of seventy-two lives and total loss of vessel. On the same night the schooner Seabird was wrecked in Lake Erie by running on a reef; crew saved. Navigation between Detroit and Alpena, the steamer Alpena, Captain J. Robertson, first boat through. Schooner Erie, formerly a revenue cutter, and thirty-five years in service, was wrecked at St. Joseph.

March 11. Navigation opened to Buffalo, the propeller Wabash arrived at Detroit on this date.

March 15. Bark Sunrise passed Detroit, the first sail vessel of the season, from Chicago, en route to Buffalo.

Schooner E. M. Peck, with eight lives, foundered during a fearful storm on Lake Michigan. The outfit of the propeller Genessee Chief, schooners Republic and J. H. Hartzell burned at Clark's drydock Detroit.

March 19. Straits of Mackinaw cleared, the propeller Montgomery, Captain J. Nicholson, first boat through, bound west.

March 22. The gates of Lock No. 2 Welland canal, carried away, suspending navigation for several days.

May 1. Propeller Governor Cushman exploded at Buffalo, killing twelve persons; steamer a total loss.

May 6. Propeller River Queen, burned at Marine City.

May 7. Navigation to Lake Superior, the propeller Concord arrived at Detroit. A violent northeast gale throughout the lake region, causing much damage to the shipping. Schooner Free Democrat was capsized in Lake Michigan, and four lives lost.

May 18. Propeller Oneida, laden with merchandise, stranded and sunk at Sandusky, damaging the entire cargo.

May 28. Vessels passed Detroit, having been sixteen days on the passage from Chicago. The propellers Ironsides and S. D. Caldwell were seized for debt.

June 1. Schooner Kingfisher took on 900 tons of coal at Cleveland, inside of ten hours.

June 5. Propeller Concord arrived from Lake Superior at Detroit with a mass of copper weighing 19,556 lbs.

June 7. Captain Wm. Robb and his brother Captain James Robb were drowned at Long Point, the latter in trying to save the former.

June 21. Steamer Morning Star and bark Cortland collided between Cleveland and Point au Pellee, both vessels going to the bottom. Thirty-two lives lost with the steamer and two with the vessel. The steamer was en route to Detroit from Cleveland, in command of Captain E. R. Viger.

July 10. Propeller City of Detroit struck an obstruction, coming into Detroit river, and sunk, damaging cargo of corn.

July 12. Schooner Dunderburg, laden with 40,000 bushels of corn, was sunk by the propeller Empire State in Lake Huron; one life (Mrs. O. Wilcox, of Detroit,) lost. The vessel was sailed by Captain O. Green, the propeller by H. D. Pheatt.

July 17. Propeller St. Paul, 909 tons burden, launched at Marine City.

September 17. Propeller Hippocampus, laden with fruit, foundered in Lake Michigan, between St. Joseph and Chicago, twenty-six lives going down with her. A heavy northeast gale prevailed on this date throughout the lake region, with much damage to vessels. The steambarge Illinois, formerly a side wheeler and the first of that name on the lakes, was lost on Lake Huron. Bark Clough, wrecked above Cleveland, with loss of seven lives.

September 26. Schooner Hyphen, ore laden, raised by wreckers near Point au Pellee, went down again, with loss of three lives.

September 29. Schooner Persian, laden with wheat, was sunk by the schooner E. B. Allen, off Forty-Mile Point, Lake Huron, and ten lives lost.

September 30. Bark Etowah failed from Cleveland for Liverpool with a cargo of petroleum.

October 6. Propeller Perseverance was burned on Lake Ontario while en route to Oswego, and fourteen lives were lost.

October 7. Heavy southwest gale on all the lakes.

October 9. Steamship Milwaukee went upon the beach at Grand Haven and became a total loss.

October 11. Propeller Merchant, grain laden, struck near Malden and sunk.

October 13. Oliver Miner, master of the tug Goodnow, was murdered during the night by negroes, at Malden.

October 17. Heavy northwest gale on all the lakes and much damage.

October 25. Bark L. H. Cotton, laden with petroleum for Liverpool, took fire soon after leaving Cleveland, and was a total loss

October 26. Propeller Congress, formerly the Detroit, laden with merchandise, was stranded at Thunder Bay, and became a total loss.

November 10. Barge Michigan, formerly a side-wheel steamer, was lost in Lake Erie with a cargo of lumber. Barge City of Cleveland, formerly the steamer of that name, lost at the same time and place. The schooner Gazelle, thirty-six years in service, lost in Lake Michgan.

November 25. Propeller City of Boston, laden with flour and grain, was sunk by the propeller Milwaukee, near the Straits; a total loss.

December 10. Cold weather set in on this date, and the navigation of 1868 terminated.

THE SCHOONER BYRON.

To the Editor of the Marine Record.

FRANKFORT, June 29.

In this week's RECORD, in "History of Lake Navigation," with the list of vessels passed out of existence, I notice the schooner Byron. This craft was owned by my father, and was used as a trading vessel on the west shore of Lake Michigan. On the evening of the 9th of May, 1867, about 7 o'clock, it being yet daylight, she was recklessly run into by the schooner E. Kanter, of Detroit. The Byron rolled on her beam's end, and the crew, consisting of my father, my brother Byron, and Wm. Lovell, escaped by clinging to the bob-chains of the Kanter. Father was asleep in the cabin at the time of this accident, and coatless and barefooted, reached the other craft. The Kanter kept right on her course, and although father offered $200 to buoy the spot where the Byron disappeared, it was refused, and they refused to give the name of their craft, but Byron eluded their vigilance, looked over the stern and read her name. Night coming on, while near shore, they lowered a yawl and landed the shipwrecked sailors on the barren sand plains of Amsterday, twenty miles south of Sheboygan. Wet and half clad, they walked along the sandy waste, and reached Sheboygan, when they took passage on the Seabird for their home, Manitowoc. The Byron was about 15 tons, and laden with a cargo of general merchandise, valued at about $3,000. The course taken by the Kanter's crew was heartless and unsailor like. Nothing was ever done in regard to a settlement, and to this day we have never seen or heard a word from the Kanter's crew or owners. BURMEISTER.

LITERARY NOTICES.

THE JUNE CENTURY.—A finely engraved drawing from Houdon's bust of Benjamin Franklin is the frontispiece of the June Century, the several pages of "Unpublished Letters of Benjamin Franklin," edited by the Hon. John Bigelow, add to the literary interest of the number. The Antietam campaign is the subject of the war papers in this number, the illustrations referring mostly to the battle of Antietam, and forming, perhaps, the richest pictorial contribution yet made to the series. General James Longstreet's reminiscences are covered by the title, "The Invasion of Maryland;" General John G. Walker writes of the battles of "Harper's Ferry and Sharpsburg"—the latter being the Confederate name for Antietam; Colonel Henry Kyd Douglas, of Jackson's staff, relates anecdotes of "Stonewall Jackson in Maryland;" and Charles Carelton Coffin, the war correspondent, describes "Scenes at Antietam."

ST. NICHOLAS FOR JUNE.—J. T. Trowbridge's new serial, "The Kelp-Gatherers," is the leading feature of the June St. Nicholas. "Little Lord Faunleroy" is continued in a much longer installment than last month's and we are told how that young nobleman learned to ride, and many other interesting items about him. "Mother's Idea" holds an idea for girls as well; and "The Satchel" contains a grotesquely amusing mixture of fairy tale and science by Tuder Jenks, and five illustrations by J. E. Kelly. All normally constituted American boys are fond of base ball and dogs, and are certain to be interested in reading about a remarkable canine that played as "The Left-field of the Lincoln Nine." The story of George Washington is continued through the exciting events of 1776-7.

Since the disaster to the Algoma there has been considerable speculation as to the intentions of the Canadian Pacific regarding the recovery of parts of the wreck, including the costly machinery. The company sent an agent to the various leading wrecking companies on the lakes recently, and accepted bids from them for the work of blasting the wreck with dynamite and raising her engine and other machinery. The contract was let to the Moffat Tug and Canada Wrecking Company, who are to deliver the machinery in Owen Sound for $6,500. Rumor says that the Canadian Pacific will use the machinery in a new boat shortly to be built to take the place of the Algoma. In addition to raising the Algoma's machinery, an endeavor will be made to recover the railway iron which formed her cargo.

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A fine farm on the banks of St. Clair river 8 miles from Port Huron and 4 from St. Clair, is offered at a bargain—74 acres for $7,000, there are 65 acres under cultivation and balance woodland, and all under fence; the soil is clay loam, situated on a bluff and in rock salt belt of Michigan. This farm should fine a purchaser very soon; the buildings are good and commodious, consisting of a frame house, two stories, with large rooms and in fair condition; horse barn, grain barn and granary; watered by St. Clair river. Terms of sale, $3,000 or more down, and balance at 7 per cent.

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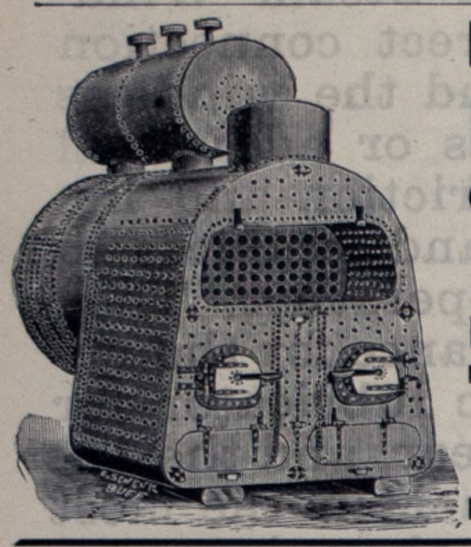

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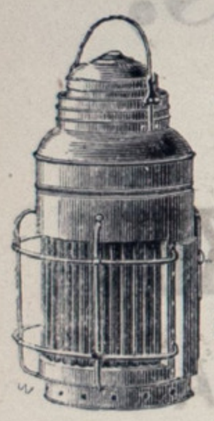

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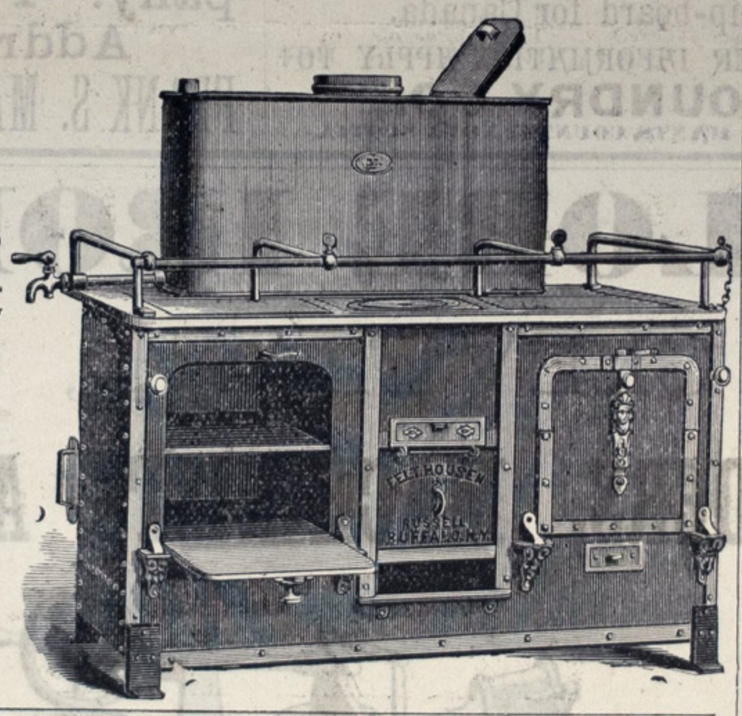

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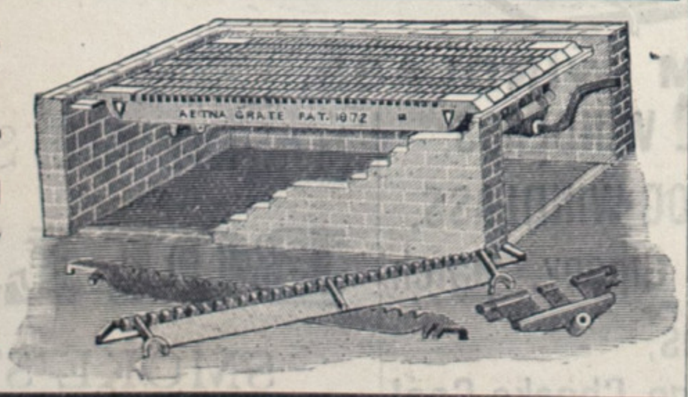

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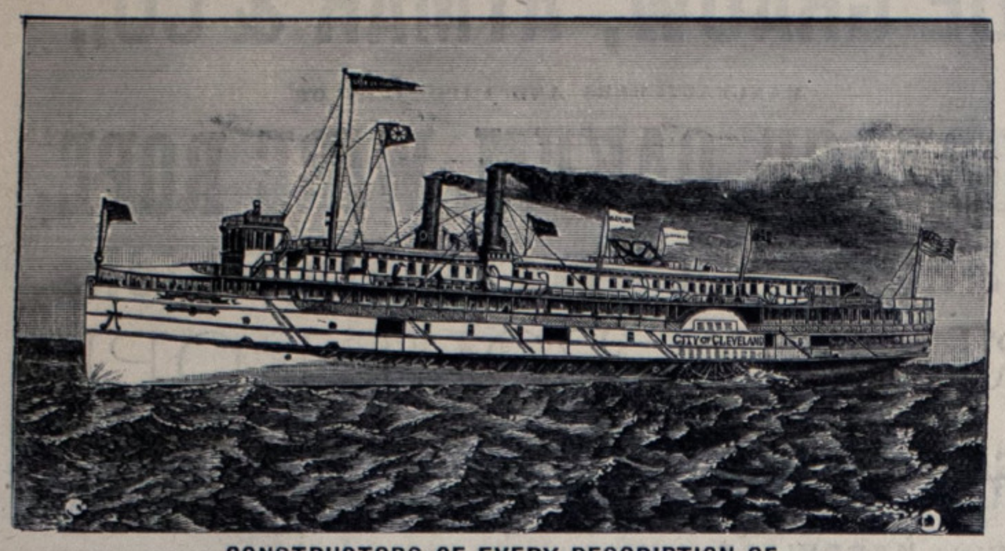

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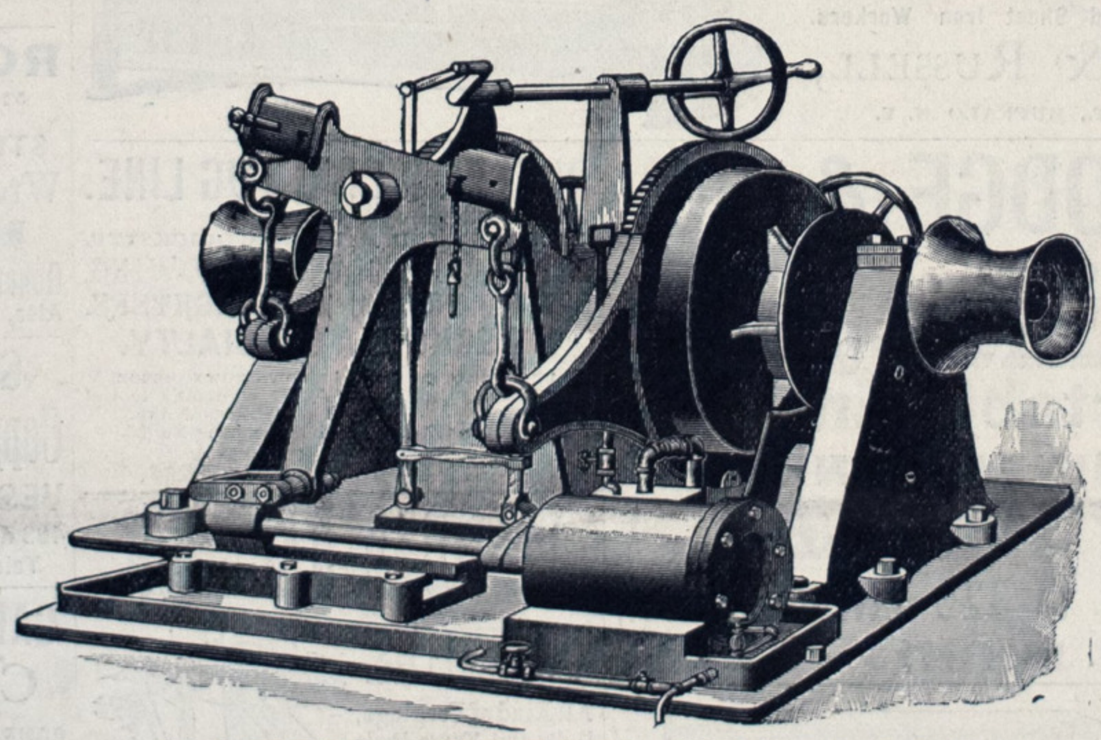

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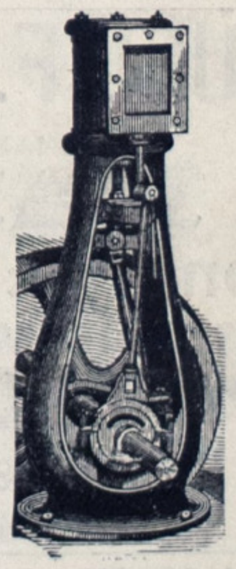

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